

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 10/06/1988**

ANC88LA017 File No. 1283	11/18/1987	ATMAUTLUAK, AK	Aircraft Reg No. N9370F	Time (Local): 13:15 ADT
<div style="display: flex; justify-content: space-between;"><div><div>Make/Model: CESSNA / 208</div><div>Engine Make/Model: P&amp;W / PT-6</div><div>Aircraft Damage: Substantial</div><div>Number of Engines: 1</div><div>Operating Certificate(s): Commuter Air Carrier</div><div>Name of Carrier: RYAN AIR</div><div>Type of Flight Operation: Scheduled; Domestic; Passenger Only</div><div>Reg. Flight Conducted Under: Part 135: Air Taxi &amp; Commuter</div></div><div><div>Fatal</div><div>Crew</div><div>Pass</div></div><div><div>Serious</div><div>0</div><div>0</div></div><div><div>Minor/None</div><div>1</div><div>3</div></div></div>				
<div style="display: flex; justify-content: space-between;"><div><div>Last Depart. Point: BETHEL , AK</div><div>Destination: Same as Accident/Incident Location</div><div>Airport Proximity: On Airport</div><div>Airport Name: ATMAUTLUAK</div><div>Runway Identification: 15</div><div>Runway Length/Width (Ft): 2000 / 80</div><div>Runway Surface: Ice</div><div>Runway Surface Condition: Dry</div></div><div><div>Condition of Light: Day</div><div>Weather Info Src: Pilot</div><div>Basic Weather: Visual Conditions</div><div>Lowest Ceiling: None</div><div>Visibility: 15.00 SM</div><div>Wind Dir/Speed: Calm</div><div>Temperature (°C): -4</div><div>Obstr to Vision: None</div><div>Precipitation: None</div></div></div>				
<div style="display: flex; justify-content: space-between;"><div><div>Pilot-in-Command</div><div>Age: 45</div><div>Certificate(s)/Rating(s) Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea</div><div>Instrument Ratings Airplane</div></div><div><div>Flight Time (Hours)</div><div>Total All Aircraft: 27000</div><div>Last 90 Days: 400</div><div>Total Make/Model: 33</div><div>Total Instrument Time: 2200</div></div></div>				

THE PILOT STATED THAT HE LANDED AT A DISTANCE APPROXIMATELY ONE-THIRD OF THE WAY DOWN THE 2,000 FOOT ICE COVERED GRAVEL RUNWAY. AFTER TOUCHDOWN THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE DEPARTURE END OF THE RUNWAY. THE PROPELLER GOVERNOR WAS OUT OF RIG AND WOULD NOT GO INTO BETA RANGE DURING THE LANDING ROLL.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPELLER GOVERNOR CONTROL,BELLCRANK - FAILURE,PARTIAL
2. (F) PROPELLER GOVERNOR CONTROL,LINKAGE - MOVEMENT RESTRICTED

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - ICY
4. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

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Occurrence #3: OVERRUN

Phase of Operation: LANDING - ROLL

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.